

SHB 1490 - H AMD to H AMD (H-2585.4/09) **319**

By Representative Ericksen

NOT CONSIDERED 4/26/2009

1 On page 33, beginning on line 15 of the striking amendment, strike
2 all of section 20 and insert the following:

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4 **"Sec. 20.** RCW 47.01.440 and 2008 c 14 s 8 are each amended to
5 read as follows:

6 To support the implementation of RCW 47.04.280 and 47.01.078(4),
7 the department shall adopt broad statewide goals to reduce annual per
8 capita vehicle miles traveled by 2050 consistent with the stated goals
9 of executive order 07-02. Vehicles with an average fuel economy that
10 is one hundred percent greater than the average fuel economy for
11 passenger cars and light trucks in 1990, vehicles that operate using
12 compressed natural gas or fuel cell technology, and battery operated
13 vehicles are exempt from this section. Consistent with these goals,
14 the department shall:

15 (1) Establish the following benchmarks using a statewide baseline
16 of seventy-five billion vehicle miles traveled less the vehicle miles
17 traveled attributable to vehicles licensed under RCW 46.16.070 and
18 weighing ten thousand pounds or more, which are exempt from this
19 section:

20 (a) Decrease the annual per capita vehicle miles traveled by
21 eighteen percent by 2020;

22 (b) Decrease the annual per capita vehicle miles traveled by
23 thirty percent by 2035; and

24 (c) Decrease the annual per capita vehicle miles traveled by fifty
25 percent by 2050;

26 (2) By July 1, 2008, establish and convene a collaborative process
27 to develop a set of tools and best practices to assist state,

1 regional, and local entities in making progress towards the benchmarks
2 established in subsection (1) of this section. The collaborative
3 process must provide an opportunity for public review and comment and
4 must:

5 (a) Be jointly facilitated by the department, the department of
6 ecology, and the department of community, trade, and economic
7 development;

8 (b) Provide for participation from regional transportation
9 planning organizations, the Washington state transit association, the
10 Puget Sound clean air agency, a statewide business organization
11 representing the sale of motor vehicles, at least one major private
12 employer that participates in the commute trip reduction program, and
13 other interested parties, including but not limited to parties
14 representing diverse perspectives on issues relating to growth,
15 development, and transportation;

16 (c) Identify current strategies to reduce vehicle miles traveled
17 in the state as well as successful strategies in other jurisdictions
18 that may be applicable in the state;

19 (d) Identify potential new revenue options for local and regional
20 governments to authorize to finance vehicle miles traveled reduction
21 efforts;

22 (e) Provide for the development of measurement tools that can,
23 with a high level of confidence, measure annual progress toward the
24 benchmarks at the local, regional, and state levels, measure the
25 effects of strategies implemented to reduce vehicle miles traveled and
26 adequately distinguish between common travel purposes, such as moving
27 freight or commuting to work, and measure trends of vehicle miles
28 traveled per capita on a five-year basis;

29 (f) Establish a process for the department to periodically
30 evaluate progress toward the vehicle miles traveled benchmarks,
31 measure achieved and projected emissions reductions, and recommend
32 whether the benchmarks should be adjusted to meet the state's overall
33 goals for the reduction of greenhouse gas emissions;

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1 (g) Estimate the projected reductions in greenhouse gas emissions
2 if the benchmarks are achieved, taking into account the expected
3 implementation of existing state and federal mandates for vehicle
4 technology and fuels, as well as expected growth in population and
5 vehicle travel;

6 (h) Examine access to public transportation for people living in
7 areas with affordable housing to and from employment centers, and make
8 recommendations for steps necessary to ensure that areas with
9 affordable housing are served by adequate levels of public
10 transportation; and

11 (i) By December 1, 2008, provide a report to the transportation
12 committees of the legislature on the collaborative process and
13 resulting recommended tools and best practices to achieve the
14 reduction in annual per capita vehicle miles traveled goals.

15 (3) Included in the December 1, 2008, report to the transportation
16 committees of the legislature, the department shall identify
17 strategies to reduce vehicle miles traveled in the state as well as
18 successful strategies in other jurisdictions that may be applicable in
19 the state that recognize the differing urban and rural transportation
20 requirements.

21 (4) Prior to implementation of the goals in this section, the
22 department, in consultation with the department of community, trade,
23 and economic development, cities, counties, local economic development
24 organizations, and local and regional chambers of commerce, shall
25 provide a report to the appropriate committees of the legislature on
26 the anticipated impacts of the goals established in this section on
27 the following:

28 (a) The economic hardship on small businesses as it relates to the
29 ability to hire and retain workers who do not reside in the county in
30 which they are employed;

31 (b) Impacts on low-income residents;

32 (c) Impacts on agricultural employers and their employees,
33 especially on the migrant farmworker community;

34 (d) Impacts on distressed rural counties; and

1 (e) Impacts in counties with more than fifty percent of the land
2 base of the county in public or tribal lands.

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4 NEW SECTION. **Sec. 21.** Sections 1 through 5 and 7 through 19 of
5 this act take effect December 1, 2011."

6
7 Renumber the remaining sections consecutively and correct any
8 internal references accordingly.

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EFFECT: (1) Exempts vehicles with an average fuel economy that is 100 percent greater than the average fuel economy for passenger cars and light trucks in 1990, vehicles that operate using compressed natural gas or fuel cell technology, and battery operated vehicles from goals to reduce annual per capita vehicle miles traveled. (2) Specifies that the exemption provisions take effect 90 days after adjournment of the session in which the bill is enacted.

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